









## SOURCES OF THE ANTI-FOREIGN DISTURBANCE IN CHINA.

## SUPPLEMENTARY.

BY THE REV. OLBERT REID, D.D.

(From N. C. D. News.)

## III.

The two special reasons which we have stated for the rising against foreigners in 1900—territorial aggression and the missionary propaganda—lie in the foreigner. There remain two reasons which lie in the Chinese, which we propose to briefly consider.

3.—The first cause resting with the Chinese for the upheaval of 1900—our third specification—was their feeling of self-sufficiency. At the close of the war with Japan, many Chinese were conscious that China was weak, and that improvement should be made. Conservative men like Wang Tung-ho, Li Hung-shan, and Kang Yi, acknowledged, in a conversation which I had with them at the time, the disgrace of China's decline and the need for immediate change. The spirit of change, the determination to secure self-preservation reached its height in 1898. The emphasis placed upon reform, together with a divergence between the Emperor and the Empress Dowager, served to intensify the spirit of reaction, culminating in the coup d'état of September, 1898. In the subsequent agitation against reform and reformer, China's weakness was forgotten, and the dominating conservative element became more than ever self-sufficient. Insults and inroads from Foreign Powers, instead of humiliating China's rulers, merely aroused their indignation and revived their feeling of pride. Wang Tung-ho and Chang Yin-huan, the two Plenipotentiaries who signed the German convention concerning Shantung, were looked upon with suspicion as having sold their country. "These two men are despicable traitors," was the remark Kang Yi made to me on the subject. When Chang Yin-huan, together with Li Hung-shan, signed the Russian convention concerning Port Arthur and Tientsin, the proof of guilt seemed sufficient. Li Hung-shan was not so totally discarded as Chang Yin-huan, because of his valuable services in the past and because of his devotion to the Empress Dowager. Instead of helping to convince the conservative element that China was weak, it seemed incidentally tended to make apparent the folly of fickleness to foreigners and the danger of placing confidence in the reform party. On the other hand ancient methods seemed good enough for China's needs, and non-interference, non-friendliness, with foreigners was wisdom and security. This self-sufficiency was the sufficiency of things as they were; it was opposition to reform, and opposition to the Emperor, in so far as he was a friend to reform.

One of the reforms of the reform period of 1898 remained intact after the coup d'état; it was the larger adoption of Western methods in military matters. The first proposal for special examinations in military tactics came from Yung Lu early in the year 1898, and on 19th March an edict appeared ordering that a change be made. Another edict appeared on the 8th April, and the Viceroy, Governors and Literary Chancellors were ordered to give their views on the Regulations to be adopted for the Army of the whole Empire. This was a reform which emanated from the party which was moderately conservative, and which therefore remained after the reform party as such was overthrown. There were some, like Li Ping-heng, who still believed in the efficiency of Chinese military tactics, but the majority of the ruling faction at Court espoused not only Western arms and ammunition but Western methods of military drill. Yung Lu became Generalissimo of the Northern Army, consisting of Five Divisions. He was aided by Generals Tung Fu-shiang, Sung Ch'ing, Mah Yu-k'un, and Nieh Shih-ch'eng. Drilling of troops was carried on at the Hunting Park south of Peking and at other military centres. The best guns were purchased and stored in a larger number of arsenals than foreigners supposed. The feeling of weakness gradually passed away, and the feeling of self-sufficiency again grew in high places. Prince Tuan, and his brother Prince Lien, and Duke Lan, the Cabinet Ministers Kang Yi and Chao Shu-chiao, the Tutors of the Heir-apparent, Hsu Tung and Duke Ch'ung Yi, in fact nearly every one of the Manchu nobles and every General in the Northern Army, felt satisfied that China was well equipped against the whole world, while most of them believed there was nothing more to be learned from outsiders and no reason for continuing intercourse with Foreign Powers.

As we can now see the situation at the time of the uprising we easily see that the Chinese really had some reason for their self-sufficiency. They certainly came very near in North China to "driving the foreigners into the sea." The destruction of foreigners in Peking, including the Ministers and their families, would probably have happened, if the foreigners at Tientsin had been destroyed. More than once it seemed as if, because of superior numbers and more guns, the Imperial troops must be successful. There could have been no doubt of their success, if the Taku forts had remained in Chinese possession. And right here we may point out that the ultimatum by the foreign Admirals of 16th June to the General in command of the Taku forts was both wise and imperative. Mines were being laid around Taku, and 7,000 soldiers under General Nieh, with sixty field-guns, were ordered on 16th June to come up to Taku by train from the military rendezvous at Lutai, to oppose further foreign relief from the outside. Considering, then, what the military strength of the Chinese was, in and around Tientsin, it seemed probable that if Taku was held by the Chinese, and relief for foreigners should be cut off in ap-

proach by sea, the foreigners in Tientsin would be overcome and massacred, and, after that, might easily follow the massacre of all foreigners in Peking.

In the edict declaring war, note the spirit of self-sufficiency: "Our ancestors have come to our aid, and the gods have answered our call. Never has there been so universal a manifestation of loyalty and patriotism. With tears have we announced war in the ancestral shrines. Better to do our utmost, and enter on the struggle, than to seek some means of self-preservation incurring eternal disgrace. All our officials high and low are of one mind, and there have assembled without official summons several hundred thousand patriotic soldiers (i.e., the Boxers), even children carrying spears in the service of the country. Not to speak of the righteousness of our cause, our provinces number more than twenty, our people over 400,000,000, and it will not be difficult to vindicate the dignity of our country."

Carried away by an excessive self-confidence, and actuated still by that haughty conceit which had provoked trouble in the past, the Government authorities entered upon war with something of glee and enthusiasm. So confident then were they of their own prowess, that it was impossible to restrain them from making an attack. This was more especially true under the existing provocations. The fuse was laid, and it only needed some aggression of a foreign Power, some missionary trouble, some ultimatum like that issued to the Taku forts, to fire the fuse and make an explosion. Chinese self-sufficiency was the source not only of many of the collisions with foreigners in the past, but also of the particular collision of 1900.

(To be continued.)

## THE SAMSHUI PIRACY.

Our Canton correspondent, writing under yesterday's date, says:—The bodies of the two men drowned while effecting an escape from the steamer *On Fat*, are still lying on the beach at this port. I have heard, through a Samshui source, that should Mr. Morrison, the fisheries officer, not receive compensation from the Chinese Government, on account of his being wounded while in the performance of duty, it is probable that the Viceroy will present him the money placed on the heads of the two drowned pirates. I understand that this amounts to some £5,000. In connection with this affair 14 pirates, including the two drowned and the one shot, have been captured. Several of their comrades are still at large, and have big prices on their heads. In the case of the man who was shot, the whole of his family, comprising mother, father, two sons, and grandfather, were imprisoned till such time as their offending relation was caught or gave himself up. They have not yet been released. The women captured were executed at Canton on the 25th ult. The *On Fat* has been re-christened *Hing Shan*.

It would certainly appear the fairest course for the Chinese Customs to grant the officer compensation for injuries sustained in carrying out his duty instead of permitting it to become a matter of chance whether any payment be made or not. To say the least, it will not be conducive to the best interests of the service if officers are to continue in dangerous employ, as some of the work undoubtedly is, without receiving compensation for injuries sustained in faithful performance of duty.

## BOXERS IN SZECHUAN.

The French missionaries in China, although, perhaps, rather too ready to take alarm, are usually beforehand with other sources of European information in discerning the beginnings of serious troubles. It would be both foolish and futile, therefore, to ignore the warning transmitted to Count de Mun in last October, and now published in a Paris journal. The communication came from the province of South Szechuan, but before it was dispatched, every word received endorsement from the Bishop of the Eastern moiety of that great province. The purport is that the Boxer leaders are again stirring, that they have relations with persons in high positions, such as Prince Tuan, and that they are held in much honour by the population, and that numbers of savage outrages have already occurred. If the facts support these allegations, there can be no question about the gravity of the situation, says the *Globe*. Szechuan has often displayed as unruly disposition towards the Peking Government, but the people themselves are too prosperous to have much relish for commotions. If, however, the Viceroy is, as suspected, covertly encouraging the Boxer chiefs to renew the anti-foreigner movement, the Bishop does not exaggerate the critical character of the occasion when describing it as "dangerous alike for China and for Europe." In any case, the obligation to begin the alert rests on the Powers. The Yangtze affords good means of access for a long distance from the coast, but traffic on the upper waters is much interrupted and delayed by dangerous rapids. On the western side, among the mountains, there is a Tibetan fringe on which Chinese authority rests very lightly; while, to the south, the Mahomedans of Yunnan would like nothing better than a chance of revenge for the merciless cruelty with which their abortive rebellion some years ago was suppressed.

## YESTERDAY.

## WEATHER REPORT.

	On date at 4 p.m.	On date at 4 p.m.
Barometer	30.97	29.85
Temperature	62	65
Humidity	92	88
Rainfall	0.71	—

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THE MANAGER, Hongkong Telegraph Co., Ltd. Hongkong, 14th January, 1903.

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HITACHI MARU J. Campbell	KOBE and YOKOHAMA	FRIDAY, 13th Mar., at Daylight.
IDZUMI MARU M. Yagi	KOBE	TUESDAY, 17th Mar., at Noon.
HIROSHIMA MARU J. Nagao	MOJI, KOBE and YOKOHAMA	FRIDAY, 20th Mar., at Noon.
AWA MARU N. Trent	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 21st Mar., at Daylight.
BIMARU MARU T. Muri	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 24th Mar., at Noon.
SHINANO MARU C. W. Thompson	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 24th Mar., at 4 P.M.

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A. S. MIHARA, Manager. Hongkong, 4th March, 1903.

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G. DE CHAMPEAUX, Agent. Hongkong, 24th February, 1903. [1004c]

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## BIRTHS.

On the 23rd ult. the wife of J. A. HAMIL, OS,  
Central Engine Works, Singapore, of a daughter.

On the morning of the 23rd ult. at Paterson  
Road, Singapore, the wife of the Hon. R. N.  
BLAND, of a son.

At Foochow, on 19th February Mrs. C. A. T.  
ROSEMAN, of a daughter. (2702)

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AN expert, Mr. Murchison, is now prospecting  
the tin land on the Punjom Mining Company's  
concession.

LeMunyon has everything in the photographic  
line strictly fresh. Call and see him, 31 Des  
Vieux Road, Central.—Advt.

THE Admiralty has lately decided that in  
future all men sent from Home Yards to  
Hongkong for service, be allowed to return  
home after three years instead of five as  
hitherto.

At the monthly meeting of the General Com-  
mittee of the Hongkong General Chamber of  
Commerce, held on 17th ult., the International  
Banking Corporation and Messrs. Wilkinson,  
Haywood and Clark, Limited, were elected to  
membership subject to the usual confirmation  
at the next annual general meeting.

THE Shipping Gazette of the 23rd January  
states that, in consequence of the depressed  
condition of the shipping trade in India, the  
British India Steam Navigation Co. has con-  
veyed an intimation to some forty or fifty of its  
officers, now on leave in England, that it will  
be unable for the present to find them re-  
employment, and has suggested that it may be  
desirable for them to seek engagement else-  
where.

Films, Dry Plates, Printing Paper, Chemicals,  
all kinds of Cameras and Kodaks, and all pho-  
tographic material, best that is made, can be  
had at LeMunyon's.—Advt.

CEYLON stands on the same gold footing as  
India, with rupees minted in the latter current  
in both countries. A crisis has arisen owing  
to rupees being exported to India from the  
island in such quantities that silver coin is be-  
coming scarce in Ceylon. A committee ap-  
pointed by Government to consider a remedy,  
reported in favour of an increased supply of  
small silver, and a larger issue of currency  
notes for exchange with Indian rupees.

A HINT is given in Health to those whose  
pleasure or business avocation call them to a  
sojourn in countries where mosquitoes abound.  
Speaking from an experience of some years in  
southern France and Italy, we can truly say  
that the infliction of these pests renders life at  
times absolutely unbearable. The advice, then,  
of one who has tried it is to throw a  
piece of alum the size of a marble into a bowl  
of water, and wet the hands and face and any  
exposed part lightly with it. Not a mosquito  
will, we are gravely assured, approach you.

For numbering your Checks and Stubs, Card  
Systems, "Druggists' Prescriptions, Labels,  
Receipts, Orders, Receipts, Letters and all Docu-  
ments that require correct and legible number-  
ing use the "Follett Numbering Machine".  
Do not miss our chance but get one at  
LeMunyon's.—Advt.

PROPOSED LICENSING  
OF PILOTS.

At the meeting of the Committee of the  
Hongkong General Chamber of Commerce  
held on 17th ult., the following correspondence  
was read:—

Hongkong General Chamber of Commerce,  
Hongkong, 20th January, 1903.

SIR,—With reference to previous correspon-  
dence on the subject of the proposal to license  
the Pilots of this Port, I am directed to bring  
to your notice, for the information of His Ex-  
cellency the Governor, further arguments in  
support of the proposal with the object of induc-  
ing Government to reconsider the decision  
previously arrived at.

From the copy of the circular letter enclosed,  
herein, addressed by this Chamber to the Ship-  
ping Firms and Agencies in this Colony, you  
will observe that their opinion was sought as to  
the advisability or otherwise of bringing the  
Pilots under control.

In answer to this inquiry, Messrs. Bradley  
& Co., The P. & O. S. N. Co., Melchers & Co.,  
The Hongkong, Canton and Macao Steam  
Boat Co., Ltd., Butterfield & Swire, Shawan,  
Tombs & Co., G. B. Livingston & Co., David  
Sassoon & Co., Ltd., The Nippon Yusen Kaisha,  
Jardine, Matheson & Co., Pacific Mail Steam  
Ship Co., Occidental & Oriental Steam Ship  
Co., and the Toyo Kisen Kaisha representing  
the chief shipping interest in this Colony, re-  
plied favouring the licensing of the Pilots by  
an Examination Board possessing the neces-  
sary authority, and the opinion was expressed  
that as the Authorities at other Ports through-  
out the world were able to do this there should  
be no difficulty in making similar arrangements  
in Hongkong. No replies were received an-  
tagonistic to the proposal.

His Excellency will remember that the Com-  
mittee's grounds for making the proposal were  
that many of the older and more reliable Pilots  
were not now available owing to deaths, old age,  
or retirement and their places taken by men of  
inferior calibre, and that the increasing size of  
vessel and the more congested state of the har-  
bour necessarily required more care and knowl-  
edge on the part of the Pilots than in the past.

The Committee are strongly against the  
institution of compulsory pilotage as the har-  
bour is not a naturally difficult one to navigate  
and by reason of their local knowledge a  
number of the masters of ships running in and  
out on the Coast trade do not require pilots.

It is very obvious that the possession of a  
certificate of competency cannot but prove  
advantageous to respectable men and the fees  
suggested are within the reach of all, so that  
the only effect would be to weed out the un-  
desirables to make room for better men.

COTTAM & CO. FOR TRESS'S STRAW  
and FELT HATS.

COTTAM & CO. FOR PANAMA HATS.

COTTAM & CO. FOR PANAMA HATS.

My Committee trust that, in view of the  
opinions expressed by the shipping community  
in favour of some control being exercised over  
the pilots. His Excellency will be pleased to  
give this matter further consideration.

I have the honour to be, Sir,  
Your obedient servant,  
(Signed) A. R. LOWE,  
Secretary.

Colonial Secretary's Office,  
30th January, 1903.

SIR,—I am directed to acknowledge receipt  
of your letter of the 20th instant on the subject  
of the proposed licensing of the pilots of this  
Port, and to inform you that the Governor has  
given it his full consideration.

2. With every wish to meet the views of the  
Chamber of Commerce if possible, His Ex-  
cellency desires me to inform you that, in view  
of the reasons fully set forth in my letter No. 1574  
of the 16th July last, he considers the proposal  
impracticable. His Excellency requests there-  
fore that he must adhere to the decision al-  
ready conveyed to you in my letter No. 2256  
of the 16th October.

I have the honour to be, Sir,  
Your obedient servant,  
(Signed) F. H. MAY,  
Colonial Secretary.

The Secretary, Chamber of Commerce.  
The Chairman (Hon. C. S. Sharp) said that  
no further steps could very well be taken  
locally, and after some discussion it was decided  
to record the Committee's dissatisfaction with  
the decision arrived at by the Government.

## FOOTBALL.

The Shield tie was played off at Happy  
Valley yesterday afternoon between H.M.S.  
Argonaut and "B" Co. Sherwood Foresters.  
In the first half the sailor team made five goals,  
two of which were penalty goals. The final  
result was an Argonaut victory by 8-0.

The semi-final Shield competition will be  
played to-morrow afternoon, between the *Glory*  
and the *Ocean*. The Argonauts will contest  
the winner in the final on Saturday.

MERCHANT SHIPPING AMEND-  
MENT ORDINANCE, 1901.

The following letters were read at the meet-  
ing of the Committee of the Hongkong General  
Chamber of Commerce, held on 17th ult.:—  
Southampton, January 17th, 1903.

Dear Sir,—Your circular letter of the 18th  
October last on the subject of the Merchant  
Shipping Regulation now in force at your port  
with regard to the expenses or shipowners in  
cases of death or sickness on board has been  
under the consideration of the Directors at  
their two last meetings, and I am directed to  
state that they are in full accord with your  
effort to get the regulation repealed.

They, however, consider that they cannot take  
any independent action on the matter, as, from  
inquiries they have made, they do not find  
that shipowners seemed concerned about it.—  
Yours faithfully,

(Sd.) PETER MILNE STEWART,  
Hon. Secretary.

The Secretary, Hongkong General Chamber  
of Commerce, Hongkong.

The Incorporated Chamber of Commerce  
of Liverpool,  
B 10, Exchange Buildings,  
Liverpool, 10th January, 1903.

Dear Sir,—I have to acknowledge receipt  
of your letter of October 18th on the subject of  
the Hongkong Quarantine Ordinance regula-  
tions, which has received careful consideration,  
and I am to enclose for your information copy  
of letter sent to the Colonial Office requesting  
the repeal of that part of the Ordinance which  
makes shipowners liable for cost and expenses  
of passengers who have died or been taken ill  
and removed under the quarantine regulations  
referred to.—I am, yours faithfully,

(Signed) THOMAS H. BAKER,  
Secretary.

The Secretary, Chamber of Commerce,  
Hongkong.

The Incorporated Chamber of Commerce of  
Liverpool,  
Liverpool, 10th January, 1903.  
Merchant Shipping Consolidation Ordinance  
1899, and Amended Ordinance 1901,  
Hongkong.

SIR,—I am directed to inform you that the  
Council of this Chamber have received a letter  
from the Hongkong Chamber of Commerce  
complaining of provisions contained in regula-  
tion No. 17 of the first named ordinance, and  
the regulation No. 16 of the amended or-  
dinance, whereby shipowners are made liable  
to the Government for "cost and expenses of  
passengers who have died, or who have been  
taken ill on board ship, and who have been  
removed therefrom under the quarantine regu-  
lations of the ordinance on their arrival in  
Hongkong."

It is stated that the amended ordinance of  
1901 has not yet been confirmed. The Coun-  
cil of this Chamber have carefully considered  
the matter, and consulted the large Shipping  
Associations and Steamship Lines interested.  
They are strongly of opinion that the principle  
involved, viz. of imposing such liabilities on  
the shipowner in the case of persons not on  
the ship's articles is most unfair, and they  
trust that steps will be immediately taken with  
a view to the repeal of the regulation in ques-  
tion.—I am, sir, your obedient servant,

(Sd.) THOMAS H. BAKER,  
Secretary.

His Majesty's Principal Secretary of State for  
the Colonies, Colonial Office, London.

COTTAM & CO. FOR GENTS' BATH-  
ING SOAP.

COTTAM & CO. FOR GENTS' BATH-  
ING SOAP.

COTTAM & CO. FOR GENTS' BATH-  
ING SOAP.



## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## S.S. "San Cheung" Ashore

NEAR CANTON.

(From Our Own Correspondent.)

CANTON, 4th March, 11.5 a.m.

The Hongkong-Canton twin-screw river steamer *San Cheung*, belonging to the Cheung On S. S. Co., Ltd., is badly ashore on the Outer Bar, at Canton. Launches and boats have been despatched to her to bring off the passengers and cargo.

The *Powan* has not yet arrived.

[The new river steamer *Sin Cheung*, Capt. Ma phy, built at the Kwang Fat shipbuilding yard, made her maiden trip only towards the end of January last. She is a three-decked vessel of 951 tons, 102 ft. long, 33 ft. beam, and 10 ft. moulded depth and is the largest vessel yet built by Chinese in Hongkong.—*Ed., H.K.T.*]

The above telegram was published in our "Extra" at 1 p.m. to-day.

## S.S. "Pak Kong" and "Hoi Ho" ashore.

## S.S. "Powan" arrived.

CANTON, 4th March, 12.20 p.m.

The Kwang Wan S.S. Co.'s passenger steamer *Pak Kong*, and the Chi Wai S.S. Co.'s passenger steamer *Hoi Ho*, which left Hongkong for Canton last evening, are ashore at Whampoa Tidepool.

The Hongkong, Canton and Macao Steamboat Co.'s steamer *Powan* arrived here at noon.

[We learn that a dense fog has been prevailing over the river for the past two days. The S.S. *Pak Kong*, Captain Grohe, 295 tons, and the *Hoi Ho*, Captain Paxton, 361 tons, ran ashore between Tai Mee and Min Far San (Cotton Hill) on the Canton river. They were subsequently re-floated.—*Ed., H.K.T.*]

(By special arrangement with Der Oostasiatische Lloyd.)

## Bishop Trier's Intolerance.

BERLIN, 3rd March, 1.35 p.m.

In the Prussian Diet Chancellor von Buelow has referred to the intolerance of the Bishop of Trier by which the latter has violated the rights of State. The retraction of the objectionable pamphlet is certain, and this will end the case without any further unpleasantness.

## Kaiser's Visit to Turkey.

The Emperor's visit to Copenhagen is expected to take place at the beginning of April.

## German War Minister

The German Minister of War is thinking of resigning and a change may take place at an early date.

## Tour of the Crown Prince.

The German Crown Prince and Princess Ritel Fritz have started for the Mediterranean tour and will first visit the King and Queen of Italy, and later on go to Egypt, Athens and Constantinople. Their whole trip, however, is of an entirely unpolitical nature.

(Reuter's.)

## Macedonia.

LONDON, March 2nd.

Hilmi Pasha has been appointed Inspector General of Macedonia to supervise reforms.

Russia.

It is understood at St. Petersburg that M. Pokotiloff, Manager of the Russo-Chinese Bank in Peking, will replace M. Tatishcheff as Russia's financial Agent in London, while M. Tatishcheff will be appointed to a post in the Ministry of the Interior.

## The "Resolution" in the Gale.

Divers have found that H.M.S. *Resolution* lost her rudder entirely in the recent gale.

LATER.

## The Health of the Pope.

Some anxiety is felt concerning the health of the Pope who is receiving Jubilee deputations with manifest difficulty.

Naval.

H.M.S. *Collingwood* has proved to be in a leaky condition on entering Plymouth.

## CANTON NOTES.

(From Our Correspondent.)

CANTON, 3rd March.

I am as pleased to write as many of your readers will be to learn of the appointment of Capt. A. W. Dixon, of *Satanar*, to the *Fulham*, where he will relieve Capt. Lossius, who is promoted to the new ship *Kinsara*. Captain Dixon's appointment is a very popular one; his employers appreciate his excellent qualities. He is a fine skipper, and makes friends wherever he goes.

A SK for ASAHI JAPANESE BEER—G. Girault.

## NEW CANTON RIVER SERVICE.

We are informed on very good authority that a certain French syndicate will shortly run a line of steam paddle boats from Hongkong to Canton and from Canton to Wuchow, calling at the intermediate treaty ports along the West River. These boats, numbering three in all, are on their way out in sections from Marseilles. The company is also reported to have amalgamated with the local firm owning the steamships *Le Rhone* and *Sun Ching*.

## THE REBELLION IN SOUTH CHINA.

From letters received from Canton, Teen Pak, Linchow and Kwong Chow, we learn that the rebellion in Kwang has spread with alarming rapidity, and that the Provincial Government has repeatedly telegraphed and sent couriers with despatches to Canton for reinforcements. The *Kwang Yik* and *Kwang Lee* gunboats, with the transport *Pak Pa*, have been despatched from Canton with 120 troops. The Fokien Viceroy has also been notified of the spread of the rebellion and has promised to send 5,000. The *Fuk Pa*, after calling at Teen Pak, will sail for Fuchow, and embark troops before proceeding direct to Teen Pak. The employees in the arsenal at Canton have been working day and night, turning out numerous small arms and ammunition, and the Hoppo and Salt Commissioner have been requested to commission three of their cruisers to proceed with further troops to Kowchow.

## GEO. FENWICK &amp; COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the fourteenth ordinary general meeting of the company to be held at the Hongkong Hotel on Monday, 9th inst.:—

The directors have now to submit to the shareholders a statement of accounts for the year ending 31st December, 1902.

The net profit for the year amounts to \$35,170.35, to which has to be added \$1,576.33 brought forward from last year's account. After payment of directors' and auditors' fee, it is proposed to pay a dividend of 15 per cent, or \$5,275.50, to shareholders, to transfer to Reserve Fund \$5,000, and to carry forward \$29,394.68 to next year's account.

During the earlier months of the year we were not fully employed; trade, however, improved as the year advanced, and although we had no very large contracts we put through a fair amount of general work.

Mr. A. Rodger, according to the Articles, retires, but offers himself for re-election.

The accounts have been audited by Mr. Thomas Arnold, who offers himself for re-election.

W. PARLANE, Chairman.  
Hongkong, 24th February, 1903.

STATEMENT OF ACCOUNTS FOR THE 12 MONTHS ENDING 31ST DECEMBER, 1902.

Value of Land and buildings, as per last report \$70,000.00

Cost of new roof 822.45

Amount written off 822.45

Value of machinery plant, launches and office furniture, as per last report 3,223.00

Added during the year 11,721.41

Amount depreciated 5,044.41

Value of stock in trade 45,770.00

" work in progress 84,547.64

" on Fixed Deposits in Hongkong 23,502.72

" with the Hongkong and Shanghai Banking Corporation 8,946.29

" with the Chartered Bank of India and China 10,270.98

" on hand 1,050.32

Cost of 1 Union Insurance Society of Canton Share 850.07

Sundry Debtors 245.0

Sundry Debtors 19,652.55

Capital invested on 6000 shares at \$25 each, fully paid up \$150,000.00

Reerve Fund 60,000.00

Amount received in advance on account of contracts in hand 9,000.00

Bills payable 3,087.14

Sundry creditors 5,402.05

Balance of profit and loss account 36,746.68

Profit and Loss Account

By balance of last year's account \$11,576.33

Gross earnings 131,042.57

Transfer fees 21.00

bonus from Insurance Co. 25.08

dividend 30.50

Interest 507.73

By balance of last year's account \$146,262.71

E. & O. E.

I have compared the above statement with the books and vouchers of the company and found the same in accordance therewith.

THOS. ARNOLD, W. G. WINTERBURN, Auditor. Hongkong, 24th February, 1903.

## HONGKONG &amp; CHINA BAKERY COMPANY, LIMITED.

The following is the report of the general managers, for presentation to the shareholders, at the thirty-first general meeting of the company, to be held on 16th March, at noon.

The general managers submit their usual statement of accounts for the year 1902 from which it will be seen that the profits do not equal that of last year, the working account shows a profit only of \$733.17, this falling off has been caused by the high prices of flour and other materials and further by the great competition we still experience with Chinese bakeries.

The balance at credit of Profit and Loss account is \$1,020.62.

The plant, machinery, etc. continue in good working order. We have, however, been compelled to spend upon special repairs the sum of \$733.20.

It is proposed to pay a dividend of 2 per cent, or \$20.40, to carry to new account \$120.62.

The accounts have been audited by Mr. A. O'D. Gourdin.

LANE, CRAWFORD & CO., General Managers.  
Hongkong, 28th February, 1903.

BALANCE SHEET.

Capital Account \$30,000.00

Profit and Loss 1,020.62

\$31,020.62

Real Estate \$7,000.00

Hongkong Fire Insurance Co. 20 Shares 6,270.00

Hongkong & Shanghai Bank 501.25

Cash 1,015.17

Petty Cash 102.00

Insurance (unexpired) 41.28

Furniture 130.00

Stock on hand 922.26

Outstanding accounts 1902 4,570.91

Lane, Crawford & Co. 4,975

\$31,020.62

WORKING ACCOUNT.

Stock (Materials used) \$12,582.18

Expenses 847.25

Fuel 1,312.87

Taxes 440.44

Salaries 3,703.92

Insurance 143.47

Special Repairs 275.20

Profit and Loss 733.17

\$19,794.58

Sales \$13,366.12

Interest 847.25

Outstanding a/c 1902 4,570.91

Lane, Crawford & Co. 6,000

\$19,794.58

PROFIT AND LOSS ACCOUNT.

Dividend a/c 1901 \$1,500.00

Outstanding a/c written off 1902 7.12

Do do 1901 2.65

Balance 1,020.62

\$2,530.39

Balance from 1902 \$1,797.22

Working account 733.17

\$2,530.39

F. & O. E.

Hongkong, 28th February, 1903.

LANE, CRAWFORD & CO., General Managers.

A. O'D. GOURDIN, Auditor.

Hongkong, 28th February, 1903.

FOREIGN AND COLONIAL PARCELS.

The Home Post Office has issued the following notice:—The sender of an insured parcel addressed to any of the undermentioned foreign countries, British possessions, or place where there are British postal agencies, may obtain an acknowledgment of its delivery by prepaying with the postage a fee of 2d., as well as the insurance fee. Foreign countries include:—Annam, Cambodia, China, Laos, Tong-King, British possessions and protectorates, British North-Borneo, Ceylon, Hongkong, India, Sarawak, Straits Settlements. The sender can also obtain such an acknowledgment if he applies after posting and pays 2d.

BRITISH COURT FOR SIAM.

A telegram dated London, February 18, states that the *London Gazette* publishes an Order in Council for establishing His Majesty's Court for Siam, and also District Consular Courts—though, since these latter courts already exist, what change is meant, if any, is not clear. No official intimation has yet been made at Bangkok, but the changes have been contemplated for a considerable time, and the draft order was sent out for suggestions and amendments, some of which were made and have probably been adopted. When the new order is received it will have to be posted in the *Consulate* for a month before it can come into force, so that two or more months must pass before it can take effect. The *Siam Observer* says:—

"The effect of the reorganisation is that the offices of Consul and Judge will be exarist instead of being filled by one individual as at present. The Court will in fact, we believe, be constituted after the fashion which existed in Japan before the abolition of extra-territoriality there, on the same lines as that at Shanghai. It is expected that Mr. W. J. Archer, C.M.G., who goes to England in a fortnight on nine months' leave—will be appointed Judge under the new Order, and it may be quite safely said that his appointment will command the utmost approval and most absolute confidence both on the part of the public and of the legal profession here. During Mr. Archer's absence, Mr. R. Page, P. B. M. A. Char., & P. M. A., will probably fill the office. The separation of the judicial and the consular offices will represent an improved system, and the change is one to be welcomed."

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 4th at 11.55 p.m. The barometer has risen over P. Japan, fallen over W. Japan, the Loochoos and the S.E. coast of China.

The depression passed over the E. coast during the night and is now approaching the W. coast of Japan.

The monsoon will probably set in again over the Formosa Channel during the next 24 hours.

Light variable winds over the N. part of the China Sea.

Forecast—variable winds, light or moderate, some rain.

## Commercial.

TO-DAY'S INTELLIGENCE.

BANK shares are steadily improving, and small lots are now and then effected at \$60. There are buyers of CHINA TRADERS at \$58. UNION INSURANCE shares are in great demand, but there are none to be had at \$520. Small sales have been done in HONGKONG SHARES at \$330. Sellers of HONGKONG, CANTON & MACAO STEAMBOATS at \$36.75. There has been considerable excitement in INDIO CHINAS during the last four days and it is difficult to give a fixed rate. It was quoted highest at \$116, and dropped to \$112 with very insignificant sales, with sellers at this rate, but no buyers. CHINA SUGARS have changed hands at \$99 to \$100. RAUB AUSTRALIAN GOLD MINING COS. are wanted at \$7.25. HONGKONG & WHAMPOA DOCKS are rather firmer, small sales at \$199 to \$202 ex dividend. Sellers of KOWLOON WHARVES at \$96. HONGKONG ISLANDS show small sales at \$176. There are buyers of GREEN ISLAND CEMENTS at \$22.50. A. S. WATSON & CO.'s shares are offering at \$14. CHINA MANILA buyers at \$38. POWELL & CO.'s are in demand at \$10.15, while CHINA PROVIDENTS show sellers at \$9.

An occasional correspondent sends us the following:—

Yesterday's quotation of \$116 for INDIO-CHINAS could not be continued and prices have again receded. The market closes with sellers at \$110, and a firm offer for shares at even a lower rate is likely to be accepted by holders. The excitement that was noticeable yesterday was very short-lived, and shares can be had a few months ahead for less than the cash price. It is reported that BANKS have been done at \$505. DOCKS are considerably firmer than yesterday, the unsatisfied demand for shares caused prices to go up to \$201, cash buyers. GREEN ISLAND CEMENTS are very strong in demand at \$22 and probably \$22½ will be given for them if big lots will be offered. CHINA SUGARS are very strong at \$100 and possibly a shade higher will be paid for them. KOWLOON WHARVES are easy at \$96 in view of the fact that people's anticipation of \$320 dividend has not been realised. The Directors having decided to give \$31 only as a final dividend although the Company earned \$27,000 more than the previous year. PUNJONS are looking sick, and if what one hears is true they are likely to be worse before long.

## RAUB.

GENERAL MANAGER'S REPORT.

We take the following extracts from the General Manager's monthly report, dated 7th ult.:—

The mine measurements and assay results of prospecting work, prepared by the Mine Manager, show a total of 406 ft. for the period (4 weeks) under review made up of 28 ft. sinking, 99 ft. driving, 242 ft. cutting and 7 ft. rising, as against a total of 502 ft. for the previous 4 weeks.

Some entirely new prospecting work has been put in hand at about a mile east of Koman Chait, in some quartz bearing strata when at an earlier period a little sinking and driving was done, of which no proper record can be found. We have opened up about 19 ft., and during the coming month the lode-bearing formation will be fully cut through and sampled. It is proposed, after driving some distance, to cross cut on both sides. The present indications are not unfavourable.

Milling returns for four weeks ending 7th Feb., 1903:

Stamps working 40.

Period of work 28 days, less lost time 46,058 hours or 1,919 day for whole mill.

Stoppages; 7 hrs. 10 min. due to Power Station; balance to mill repairs.

Ore Milled Bukit Koman 2,353 tons.

" Hitam 889 "

Total 3,242

Mill duty 3,108 tons per 24 hours

Amalgam yield 1,375 oz. giving 453 oz. smelted gold=32.947. This was derived only from plates, &c., the boxes not having been opened.

Bullion Fineness: Will be worked out when the clean up is finished on Mercury Loss.

Concentrates saved Blanketing 33 T. 1.0187

assay 17.61 dwt.=79 dwt. per ton milled

Buddlings 82 T. 7.5297

assay 8.55 dwt.=216 dwt. per ton milled.

Total 3,447 weight=

.95 dwt. per ton milled.

Tailings Assays 133 dwt.=.47 dwt. per ton milled.

Estimated cost for month ending 7th Feb., 1903

European Salaries \$ 6,114.01

Wages Surface \$5,320.10

Development 4,414.06

Ore raising 3,415.69 12,878.85

Timber, Fuel and Charcoal 1,811.85

Sundries Royalty 1,500.00

Stores 2,164.71

Petties 135.32 3,850.03

Total \$24,654.74

Total cost per ton \$7.60.

EXCHANGE.

ON LONDON, Telegraphic Transfer, 1.6 13 16

Bank Bills, on demand 1.6 13 16

Credits, 4 months' sight 7 3/16

Dineros, 4 months' sight 11 5/16

ON BERLIN, (demand) M. 1.61

ON PARIS, Bank Bills, on demand 1.67 1/2

Credits, 4 months' sight 2.01

ON NEW YORK, Bank Bills, on demand 38 1/2

Credits, 30 days' sight 38 1/2

ON BOMBAY, Telegraphic Transfer 11 1/2

On demand 11 1/2

ON SHANGHAI, Telegraphic Transfer 73

Private 10 days' sight 73

ON YOKOHAMA, T.T. 77 1/2

Sovereigns, Bank's Buying Rate 12 70

Gold Leaf 100 touch, per tael 66.10



## Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL.  
MONTHLY SAILINGS FOR CONTINENT.

FROM	STEAMERS	DUE ON
GLASGOW and LIVERPOOL	"GLAUCUS"	6th March.
"	"PING SUEY"	11th "
"	"OANFA"	21st "
"	"MENELAUS"	25th "

S.S. "GLAUCUS" from Straits and Europe left Singapore on the evening of the 27th ult. and may be expected to arrive here on the 6th instant.

## HOMEBWARDS.

FOR	STEAMERS	TO SAIL ON
LONDON via GENOA	"DIOMED"	7th March.
"	"MACHAON"	17th March.
"	"KINTUCK"	31st March.
"	"PING SUEY"	14th April.
"	"JASON"	28th April.

## LIVERPOOL BERTH.

FOR	STEAMERS	TO SAIL ON
LIVERPOOL	(Taking Cargo at London Rates.)	24th March.
"	"DEUCALION"	23rd April.

## CONTINENTAL BERTH.

FOR	STEAMERS	TO SAIL ON
MARSEILLES and ANTWERP	"DEUCALION"	23rd March.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL ON
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS via NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	23rd March.

BUTTERFIELD & SWIRE,  
AGENTS.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI and MANILA	"KWEIYANG"	4th March.
SHANGHAI	"SINGAN"	4th "
CHINKIANG	"CHANG"	5th "
SHANGHAI	"CHANG"	5th "
AMOI, SAMARANG and SOERABAYA	"SHANTUNG"	7th "
CEBU and ILOILO	"KAIFONG"	7th "
MANILA	"SUNGKIANG"	11th "
MANILA	"CHANGSHA"	11th "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	11th "
KOBE	"CHINGTU"	16th "
TIENSIN	"KWEIYANG"	21st "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at Through Rates for all New Zealand and other Australian Ports.

§ See Special Advertisement.

|| W.R.—B.D. C.D. SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

¶ For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 4th March, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)...	6th March, at Noon.
RUBL	2540	R. W. Almond	Do.	13th March, at Noon.
PERLA	1980	J. McGinty	Do.	Do.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 27th February, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA MOJI, KOBE AND YOKOHAMA.

## PORTLAND OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5197	R. P. Craven	Mar. 20, 1903.
"INDRAVELLI"	4899	W. E. Craven	April 16, "
"INDRAPURA"	4899	A. E. Hollingsworth	May 14, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 8th March.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 11th March.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 15th March.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 18th March.

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 2, Des Vaux Road Central.

Hongkong, 4th March, 1903.

T. ARIMA, Manager.  
(1379c)

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY,  
LIMITED.

## HONGKONG-MANILA.

REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unvalued Table. Duly qualified Surgeon carried. BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 10th January, 1903. [35c]

## WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG,"  
Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 8 A.M. SUNDAY, including Departures from MACAO to HONGKONG, Daily, at 2.30 P.M. SUNDAY, including. This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:  
1st Class.....\$2.00  
2nd ".....1.00  
3rd "......50

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,  
No. 42, Bonham Strand West.

Hongkong, 2nd March, 1903. [87c]

## STEAM TO CANTON.

FRENCH MAIL

Twin Screw S.S. "SAN CHEUNG,"  
951 Tons, Captain Murphy, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M. Unexcelled accommodation for First Class Passengers. Hot and Cold Water laid on by Pipes to each Cabin. Ship lighted throughout by Electricity.Passage Fare \$3.00 Single Journey.  
Meals \$1.00 each.

The Company's Wharf is East of the Hongkong Harbour Master's Office, and West of Canton Boat Co.'s Wharf.

CHEUNG ON S.S. CO., LTD.  
Hongkong, 17th January, 1903. [70c]

FOR SHANGHAI, CHEMULPO, DALNY AND PORT ARTHUR.

THE Steamship

"SULLBERG,"  
Captain Meyer, will be despatched for the above Ports on SUNDAY, the 15th March, at Daylight.

For Freight or Passage, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 27th February, 1903. [95c]

## TOYO KISEN KAISHA

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU.....E. P. Bishop.....3,850.....Saturday, 7th instant, at Noon.

ROSETTA MARU.....N. Tate.....3,876.....Friday, 13th instant, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 3rd March, 1903.

K. NAKASHIMA, Manager. [17c]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"  
Captain Hodgins, will be despatched for the above Ports on FRIDAY, the 6th instant at 10 A.M.

For Freight or Passage apply to DOUGLAS LAFRAIK &amp; CO., General Managers.

Hongkong, 3rd March, 1903. [259c]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"  
Capt. James Young, will be despatched as above on TUESDAY, the 21st March, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, 3rd March, 1903. [261c]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG, RANGOON, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through Rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"NIPPON,"  
Captain Klausberger, will be despatched as above on SATURDAY, the 21st March.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,  
Agents,  
Princes' Buildings,

Hongkong, 27th February, 1903. [158c]

## Shipping.

## STEAMERS.

FOR KORE, NAGASAKI AND VLADIVOSTOCK.

THE Steamship.

"SAVOIA,"  
Captain Rebbelmund, will be despatched for the above Ports TO-MORROW, the 5th instant, at Daylight.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 4th March, 1903. [106c]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"  
Captain Gibson, will be despatched for the above Ports TO-MORROW, the 5th instant, at 4 P.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK &amp; Co., General Managers.

Hongkong, 4th March, 1903. [255c]

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"  
Captain I. G. Oliff, will be despatched for the above Ports TO-MORROW, the 5th March, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON &amp; CO., LIMITED, Agents.

Hongkong, 28th February, 1903. [241c]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.  
(With Liberty to call at PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

1903.

"SHIMOSA".....About 5th Mar.

"THORIS".....18th Mar.

"AFRIDI".....15th April.

"RICHMOND CASTLE".....30th April.

"SAGAMI".....15th May.

For Freight and further information, apply to

DODWELL & Co., LIMITED,  
Agents.

Hongkong, 26th February, 1903. [379c]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSANG,"  
Captain P. H. Rolfe, will be despatched as above on MONDAY, the 9th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight, apply to JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, 3rd March, 1903. [260c]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"MAZAGON,"  
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 5th March, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 27th February, 1903. [4]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"GAELIC,"

The above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

E. W. TILDEN,  
Agent.

Hongkong, 28th February, 1903. [1]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after WEDNESDAY, the 4th instant, at 4 P.M. will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected by

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 2nd March, 1903. [255c]

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENFARG,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 9th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW,  
Hongkong, 2nd March, 1903. [257c]

## Shipping.

Arrivals.

BANCA, British steamer, 3,793, E. P. Martin, R.N.R., 3rd Mar.—Yokohama 12th Feb.

General.—P. &amp; O. S. N. Co.

PYRRHUS, British steamer, 2,251, J. Risoren, 3rd Mar.—Shanghai 28th Feb.

Butterfield &amp; Swire.

FREIBURG, German steamer, 3,881, F. Proesch, 3rd Mar.—Singapore 25th Feb.

Siemens &amp; Co.

SINGAN, British steamer, 1,046, H. A. Wavell, 3rd Mar.—Canton 3rd Mar.

Butterfield &amp; Swire.

HAICHING, British steamer, 1,267, A. E. Hodgins, 4th Mar.—Fochow 1st Mar.

Amoy 2nd, and Swatow 3rd, General.—Douglas, Lafraik &amp; Co.

HANON, French steamer, 739, P. Merles, 4th Mar.—Hongkong 1st Mar.

and Hoikow 3rd, General.—A. R. Marty.

SHIMSA, British steamer, 2,690, E. A. Chaplin, 4th Mar.—Shanghai 28th Feb.

Ballast.—Dodwell &amp; Co., Ltd.

DAIGI MARU, Japanese steamer, 846, T. W. Groves, 4th Mar.—Tamsui 1st Mar.

Amoy 2nd, and Swatow 3rd, General.—Osaka Shosen Kaisha.

DAGMAR, Norwegian steamer, 383, A. Salvesen, 4th Mar.—Celebes 23rd Feb.

Ebony.—Order.

SHIMI MARU, Japanese steamer, 1,388, K. Nakagawa, 4th Mar.—Shanghai 1st Mar.

General.—Chinese.

ALBION, British battleship, 12,950, T. H. M. Jeram, 4th Mar.—Amoy 27th Feb.

FEARLESS, British cruiser, 433, J. I. Graham, 4th Mar.—from Mers Bay.

BLENNHEIM, British cruiser, 9,000, F. G. Stopford, 4th Mar.—from Wei-hai-wei.

Clearances at the Harbour Office.

Macau, Portuguese str., for Kwong-chow-wan.

Elate, German str., for Saigon.

Kinshu Maru, Japanese str., for Singapore.

Le Rhone, French str., for Canton.

Allen Craig, British str., for Kutchinotzu.

Ayr, Norwegian str., for Kutchinotzu.

Chikong, British str., for Macao.

Ila Verde, Portuguese str., for Macao.

Kwaiyang, British str., for Amoy.

Glenfarg, British str., for Shanghai.

P. C. C. Kiao, German str., for Hoikow.







Gentlemen's  
Outfitting  
Department  
Now Open.  
28, Queen's Road  
Opposite  
Hongkong Hotel.

# WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,  
Haberdashers and General Outfitters.

Gentlemen's  
Outfitting  
Department  
Now Open.  
28, Queen's Road  
Opposite  
Hongkong Hotel.

## FANCY DRAPERY DEPARTMENT.

CHIFFONS, GAUZES,  
CREPE DE CHINE, BRIDAL NET,  
EMBROIDERED DRESS NETS,  
AND LACE ROBES.

LACE COLLARS AND TIES  
IN THE VERY LATEST DESIGNS. NOVELTIES IN  
LADIES' NECKWEAR.

LADIES' UNDERCLOTHING.  
SILK, WOOL, AND COTTON GARMENTS. NAINSOOK  
GARMENTS FOR SUMMER WEAR.

HOSIERY FOR LADIES  
AND CHILDREN. EMBROIDERED AND LACE FRONTED  
CASHMERE, SPUN SILK, AND LISLE THREAD HOSE.

### CORSETS

IN THE FOLLOWING MAKES:—MADAM LEIDER,  
PRIMA DONNA, SANAKOR, MODEL, AND NEW  
RIBBON CORSET, IDEALLY COOL FOR THE EAST.

## DRAPERY & GENERAL FURNISHING DEPARTMENTS.

SILKS AND SATINS  
IN LARGE VARIETY.

SUMMER MUSLINS  
AND DRESS GOODS. OUR STOCK OF THESE  
GOODS WILL BE PERFECT.

HOUSEHOLD LINENS.  
ALL KINDS OF LINENS, LININGS, CALICOES,  
AND SHIRTINGS STOCKED.

BEDS AND BEDDING.  
BEDS OF EVERY DESCRIPTION. HAIR, FLOCK, FEATHER,  
RATTAN AND SPRING MATTRESSES.

LADIES' BOOTS AND SHOES  
STOCKED IN ENGLISH AND AMERICAN SHAPES.  
AN ENTIRELY NEW STOCK HAS JUST ARRIVED.  
IT INCLUDES ALL KINDS OF THE BEST MAKES IN  
LADIES' AND CHILDREN'S SMART FOOT WEAR.

February 25th.

## GENTLEMEN'S OUTFITTING DEPARTMENT.

SHIRTS AND COLLARS.  
SCIENTIFICALLY CUT AND PERFECT FITTING.  
"THE HONG" SHIRT FOR BUSINESS,  
"THE EMPIRE" FOR DRESS WEAR.

SMART NECKWEAR.  
OUR PATTERNS ARE EXCLUSIVE IN THE EAST.  
PANAMAS

IN ALL THE LATEST SHAPES FOR 1903.

BOOTS A SPECIALTY.  
AMERICAN SHAPES, ENGLISH LEATHER AND  
WORKMANSHIP. SIZES AND HALF SIZES STOCKED.  
TAN GRAIN BOX CALF FOR SHOOTING. TAN AND BLACK  
WILLOW CALF FOR WALKING. WHITE AND BUFF  
CANVAS BOOTS FOR TENNIS OR CRICKET ETC.

OUR SUMMER STOCK  
WILL BE THE LARGEST AND MOST COMPLETE  
IN THE FAR EAST.

GOODS ABSOLUTELY NEW.  
NOTE ADDRESS: 28 QUEEN'S ROAD.

## MILLINERY DEPARTMENT.

PARISIENNE CREATIONS.  
WE ALWAYS HOLD A CHOICE SELECTION  
OF HATS AND BONNETS.

DIRECT FROM THE BEST PARISIENNE HOUSES, A  
LARGE STOCK OF BURNT AND TUSCAN STRAWS.  
LIGHT WALKING HATS—WHITE, BLACK AND  
COLOURED. FANCY STRAWS.

HATS TRIMMED TO ORDER  
UNDER EUROPEAN SUPERVISION.

## TRUNK DEPARTMENT.

A LARGE STOCK OF CABIN AND OVERLAND TRUNKS.  
KIT BAGS, GLADSTONES, PORTMANTEAUX AND  
DRESSING BAGS, IN ALL SIZES AND KINDS.

R. G. HECKFORD,  
MANAGER.